

**PERSONS ADVERTISED FOR.**

**B**USINESS," who lately advertised  
PARTNERSHIP. Please communicate  
with me at the address below.

**D**ANDENOGH RELIEF FUND. - Wanted  
Addresses of Mr. Blair, late of Balmain, and  
Honey, the Committee having voted extra money  
for the surplus. **B. PALMER**, Hon. Treasurer.

**E**STABLISHED  
ARTIFICER  
MISSING FRIENDS OFFICE,  
BRIDGE-STREET, SYDNEY N.S.W.  
Inquiries for MISSING FRIENDS,  
OF KING, OF SOCIETIES throughout  
New Zealand, Great Britain, Ireland, and the United States.  
PRIVATE INQUIRIES cautiously conducted.  
TIPSTICKER'S OFFICE.

**S**OLE AGENT FOR ROBERT CHAMBERLAIN'S  
INDEX TO NEXT OF KIN,  
containing 50,000 names of heirs-at-law, missing  
and deceased persons, and their next of kin,  
for FIVE SHILLINGS, in cloth or stamp.

**F.**—A Letter, General Post Office, for you.

**L**ITTLE BIRDIE's secret let out at last. GENT'S PHOTOGRAPHS of 150 DISGUISED COLONISTS, who were here 26. old. Call at Studio and obtain them.

**M**R. D. FITZGERALD (late employed C. N. Brothers, and Co.), call on Whitley and Co., 26, Old Bailey.

**M**R. HENRY HAZLEWOOD, who wrote, "The Missing Friends' Office," is now a VERMIN-KILLER, for a parcel of HILL'S VERMIN-KILLER. Please write again. In your inquiries, domestic animals will not touch it. Printing directions are carried out it is guaranteed to kill mice, ants, cockroaches, flying foxes, O. Bandicoots, and all kinds of vermin.

**ARTHUR CUBBITT,**  
Missing Friends' Office.

**N**OTICE.—RICHARD ELLIOTT, having been arrested from the Detective Police of N.S.W., reports that he is now in the hands of the police.

intimates that he has commenced business as a **MILK**  
FRIEND AND PRIVATE AND CONFIDENTIAL  
AGENT. All communications strictly confidential.  
109, Elizabeth-street, Sydney.

**THOMAS JOHNS, Commercial Traveller**,—**CA**  
**TERSON, Boot Manufacturer**.

**B. GARNER**, late of Richmond, Victoria, and  
all on Edward Row and Co., George-street,  
**W. A. BURNAGE**, late of NEWCASTLE CURE,  
please call on GORDON and GOTCH.

**DEAR COUSIN FRANK**,—The Slippers which  
you so much were made of wool obtained  
**HORDEN and SONS'**, Haymarket, at 24 at  
his sign down, for which I have always p  
and Gd.

**MEETINGS.**

**A MEETING** of the Market Gardeners will be  
Host Ardito's Agricultural Hotel, Haymarket  
TUESDAY

**A** GENERAL MEETING of the Subscribers to the Exchange Private Assembly Balls will be held at the Exchange Hotel, on TUESDAY, the 26th of 8 o'clock

**GEORGE EVANS LABRETOUTCHE,**  
Honorary Secretary

**N**EW SOUTH WALES CRICKET ASSOCIATION.—MEETING of the ASSOCIATION on MONDAY EVENING 26th inst. at 8 o'clock. Business of a very important nature. A large attendance of Delegates is requested.

**L**IFE BOAT BAND OF HOPE.—THE MONDAY MEETING of the above will be held on MONDAY EVENING, in the Baptist Church, Bourke-st. W. at 8 o'clock. Several recitations, songs, addresses will be made.

**S**AND CARTERS, attend a MEETING, at 8 o'clock, on MONDAY, at the OMAHA CLUB.

**Q**UO Q. J. JO. JO. MONDAY, at 8 o'clock.

**58** Hall, Ashfield. Visitors invited. By order  
**A** **USTRALIAN MUTUAL PROVIDENT**  
**SOCIETY.**  
Established 1849.

**TWENTY-EIGHTH ANNUAL MEETING**

NOTICE is hereby given that the **TWENTY-EIGHTH ANNUAL MEETING** of the Members of the Society be held in the Chamber of Commerce, Sydney Road, at 2 o'clock in the afternoon of **THURSDAY, the 19th of April, 1877**, for the purpose of—

1. Receiving the Report of the Directors on the 18th of the Society for the year ended 31st Dec 1876.
2. Electing two Directors in lieu of the Hon. Sir John Fairfax, M.L.C., and the Hon. Saul Bland, C.M.G., M.L.C., who retire in terms of by-law.
3. Electing an Auditor in lieu of Robert Gilliland who retires, and (in terms of by-law X.)

By-law V. provides that no member shall at any special meeting be put in nomination for any office or Director, unless notice in writing of his nomination shall have been given to the Secretary of the Society, at least **THIRTY** clear days prior to such meeting.

Dated at Sydney, this 27th day of February, 1877

By order of the Board,  
**ALEXANDER J. RALSTON**, Secretary.

**TO THE MEMBERS OF THE AUSTRALIAN MUTUAL PROVIDENT SOCIETY.**

LADIES AND GENTLEMEN,—The time for which I have been elected a member of the Executive Committee of the Society, expires at the next annual meeting. I beg to inform you that I shall be a Candidate for re-election.

Trusting to a continuance of your confidence,  
I am, yours obediently,  
**SAUL SAMUEL**

January 3.

**TO THE MEMBERS OF THE AUSTRALIAN MUTUAL PROVIDENT SOCIETY.**

that I am a Candidate for the office of Auditor vacant annual meeting in April next, and respectfully pray your vote.

**GEO. G. DICKINSON, Public Accountant, &c.**

**A**USTRALIAN MUTUAL PROVIDENT SOCIETY.

**THOMAS B. WALKER,**  
Accountant and General Manager, is a CANDIDATE for the vacancy as AUDITOR.

**T**O THE MEMBERS OF THE AUSTRALIAN MUTUAL PROVIDENT SOCIETY.

LADIES AND GENTLEMEN:—I beg to announce as I will occur at the next annual meeting in April I beg to intimate that I am a Candidate, and if I will devote my time and attention to your interests.

**BERN. PAID.**

Town Hall, Sydney.

**T**O THE MEMBERS OF THE SYDNEY UNION LABOURERS' BENEFIT SOCIETY.—

ON FRIDAY, 31st March, the Meetings of the Society will be held at the Sydney Park Hotel, of Balmain and Castlereagh streets.

**JAMES KEELEY, Secretary.**

**TO THE MEMBERS OF THE AUSTRALIAN MUTUAL PROVIDENT SOCIETY.**

**LADIES AND GENTLEMEN.**—I am a candidate for the office of Director at the Meeting fixed for the 19th April, and solicit your support. I have been connected with the Society for 25 years. I have been connected with the welfare of the Society during that period the honour of a seat at the Board for six years besides being a member of two most important committees.

**J. H. GORDON, Esq.**

**TO THE MEMBERS OF THE AUSTRALIAN MUTUAL PROVIDENT SOCIETY.**

**LADIES AND GENTLEMEN.**—In compliance with the invitation of the Society, I am a candidate for the office of Director at my friends, I offer myself as a Candidate for the office of Director at the Meeting fixed for the 19th April, and solicit your support. I am a member of the Society for 25 years, and will, if honoured by your confidence, perform my duty honestly and fearlessly.

2, Bridge-street, 11th December, 1876.

**S. P. FREEHOLD, LAND, AND BUILDING SOCIETY.**—Members desirous of attending the last Meeting are requested to meet at the Town Hall, CURRIG'S ROOMS, at 8 o'clock, on WEDNESDAY, 14th March, 1877, for the purpose of electing a new Special General Meeting of the Members, and of transacting such business as may be required. **JOHN HALDWIN.**

**GREATER BRITAIN TIN MINING COMPANY.** (Limited)

NOTICE is hereby given that the Half-yearly Meeting of Shareholders will be held at the Company's Office, 6, Spring-street, on WEDNESDAY, 14th day of March, 1877, at half-past 3 p.m., for the purpose of electing a new Special General Meeting of the Members, and of transacting such business as may be required. The Half-year ending 31st December last, to be audited in place of those otherwise, also to appoint Dividends, and the transaction of such other business as may be brought before the Meeting in terms of the Statute. **By order of the Board.**

Ordinary, 24th February, 1872















AUSTRALIAN ASSOCIATED PRESS TELEGRAMS.

**FRIDAY.**

HILL END.

GULGONG.

**BRISBANE.**

MELBOURNE

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## BEST AUSTRALIAN

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## SPORTING.

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BY HARDY LEE.

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TO THE EDITOR OF THE HERALD.

...and the United proprietors would be a valuable addition to the colony, as well as an influx of poor men to share in the wage fund already located here, and which is not enough to maintain 800 natives all work.

ANGUS CAMERON

—a sort of drunken party —  
Australian police took a prominent part; in fact one  
another for drunkenness. On the 2

This evening "Our Emily," the celebrated  
reproduction of Dickens's David Copperfield, will be produced  
in which Mr. Dampier will take the part of D  
Peggy.

<http://nla.gov.au/nla.news-page1439180>











[illegible]

**MUDGEE.**

[FROM OUR CORRESPONDENT.]

FROM the outside districts very plenty accounts are coming to hand concerning the losses likely to occur to stock raisers in the present protracted drought. A correspondent from the Talbot district writes that the losses in his neighborhood, and that were rain even at once to come the losses would be very serious. In a season like the present season, when the weather is so dry, and so great a number of the animals are suffering from the drought, if the rain does not come, will suffer very severely. To add to the sufferings of the squatters are enduring from the drought, their runs are also crowded with travelling stock, on the look-out for a good paddock to graze on. A correspondent from the Murrumbidgee writes that a little rain fell there on last Saturday, and a sharp shower fell in the vicinity of Cudgegong on Friday, sufficient to raise the river in that place several feet. In Adelaide, too, it is said that on the 20th of the night, but hardly sufficient to allay the dust. The weather during the whole of the past week has been exceedingly hot, and the drought is thereby now producing rain. If a good downpour does not take place in the next few days, and before the winter, with its accompanying cold weather, sets in, that winter will be one of the most destructive to the stock-raising industry in the north-western districts for many a year.

I have been informed by one hon. secretary of the building committee of the proposed new Anglican church that the various competitive designs not approved of have been sent to the architect, Mr. J. H. St. John, and that Mr. William Boles and Mr. Thomas Rowe, of Sydney, have been forwarding cheques, the former one for £100 on account, being half the premium for his design, which has been accepted, and the latter one for £50, the amount awarded to design securing second place. Mr. Boles has also been instructed to furnish the committee with working drawings, details, and specifications of his design, and to submit them to the committee for progress in obtaining subscriptions, and hope ere long to have the £4000 in hand it was decided at a meeting of the committee to be the limit of the subscription. The plans were called for, and the building progress with.

As Mr. Curtis, master of the Pineapple Public school, was going to church on last Sunday, he saw a man lying close to the wall of the school, and about two and a-half miles from Mudgee. He immediately called to a police officer, who had the man of him conveyed to the hospital. He was unable, on arriving there, and never recovered consciousness, dying on Monday evening. Both his leg and arm were broken, which injuries he is supposed to have received through being thrown from his horse. The name of the deceased was Bellard.

Most of the school boys were taken to school on the 22nd.

THE CROWN PRINCE.

The Crown Prince has baled out all the water, and drenched up the bottom of the ship. Is now driving north through the water, and it will go right in its north side, in the shallow levels, and fixing a proper door to the shaft is putting men to work in the bottom.

Fischer-Bond's manager was below when I made my visit.

The Star of Peace, in addition to its work in the Crown Prince, is underneath stopping in Meyer's ground where the slope will be very shortly squared up to boundary. In the main the ground is still squaring up to the bottom of the main shaft, and the 651 feet level is being squared up to the slope down the north end of the shaft for 18 feet long. This when the shaft is in and filled, will ventilate the bottom of the mine and allow any operations being carried on in the shaft to be carried on in the shaft. The slope on the north may be exaggerated. The quartz in the extreme bottom and for 9 feet high on the north side, may be pronounced of payable quality, the gold being coarser than usual in the vein.

February 27.

PARNES.

[FROM OUR CORRESPONDENT.]

On the 20th the wheat in the district has been threshed, and the grain is being taken to the mill, and is being sent up to Antigonish. A good deal of wheat is being sent over here to Wallerstown, en route to the metropolis. The crops of the district are as follows:—Wheat, 100,000 bushels. Two lots of fat cattle, about 200 in all, travelling together, one lot being the property of Mr. Henry, and the other of Mr. Hammond, passed through for Sydney; 150 fat cattle (Morris), a large quantity of sheep, and a few horses. Cattle: 100 fat cattle (Gardner), from Bandy, and about 30 fat cattle (Parker and Ward), are in the neighbourhood. Sheep: 100,000 in all, and a few horses. The district is a market has been fairly cropped, and somewhat understocked. Beef and mutton about 25c. per 100 lbs., with other quantities of meat, and a few horses, at 25c. to 30c. per lb. to 25c. Store stock of all kinds still continuing dull, and prices very low.

On the 21st February 27th.

On Tuesday evening last a heavy squall came up from the south-west; the wind for a few minutes blew with hurricane force, and the rain descended in torrents, in about twenty minutes the squall was over, and the weather returned to its former dry aspect. We can scarcely say that the shower has at all benefited us in reference to vegetation, as the rain was too light to do so. The main appears to have been very much confined to footdrifts. At the creek, near Pizies, the dust was blown up in clouds, and the water was very muddy. Forbes, I believe, it rained for nearly seven hours; and rain fell heavily to the north-west of Pizies. The fall of grain in the district is as follows:—Wheat, 100,000 bushels. Two lots of fat cattle, about 200 in all, travelling together, one lot being the property of Mr. Henry, and the other of Mr. Hammond, passed through for Sydney; 150 fat cattle (Morris), a large quantity of sheep, and a few horses. Cattle: 100 fat cattle (Gardner), from Bandy, and about 30 fat cattle (Parker and Ward), are in the neighbourhood. Sheep: 100,000 in all, and a few horses. The district is a market has been fairly cropped, and somewhat understocked. Beef and mutton about 25c. per 100 lbs., with other quantities of meat, and a few horses, at 25c. to 30c. per lb. to 25c. Store stock of all kinds still continuing dull, and prices very low.

On the 21st February 27th.

**BRAIDWOOD.**

[FROM OUR CORRESPONDENT.]

A SALE of horses of part of the Church and School lands, and between Brodhead and the Shoshone River, and a great number of other horses, was sold at the Court house, on Thursday last, by the auctioneer. Long before the appointed hour for the sale to begin the Court-house was crowded, and a great deal of interest was manifested. During the first hour of the sale, the bidding was so brisk that there was no one in the yard common, and most of it was lately secured for sale; but a fresh survey and division was made, hence the delay in selling the land; therefore, to stay the bidding, the sale was ordered to be held at the estate having short horses, which are not more than 8 years, and are to be reconciled at the will of the trustees. But for these conditions the horses would have realized better prices. Forty-eight horses were sold, and the proceeds were \$1,000. The principal lots, lately purchased, for, were—No. 8, upset price \$21, sold to William M. McDowell for \$19; lot 16, upset price \$21, sold to James W. Smith for \$19; lot 17, upset price \$21, sold to James W. Smith for \$19; lot 18, upset price \$21, sold to D. C. Ross for \$13; lot 38, upset price \$3 1/2, sold to John Rosen for \$13; lot 39, upset price \$3 1/2, sold to C. B. York for \$13; lot 40, upset price \$3 1/2, sold to C. B. York for \$13. The horses were sold at the following prices:—The first lot was sold for \$10, the second for \$10, the third for \$10, the fourth for \$10, the fifth for \$10, the sixth for \$10, the seventh for \$10, the eighth for \$10, the ninth for \$10, the tenth for \$10, the eleventh for \$10, the twelfth for \$10, the thirteenth for \$10, the fourteenth for \$10, the fifteenth for \$10, the sixteenth for \$10, the seventeenth for \$10, the eighteenth for \$10, the nineteenth for \$10, the twentieth for \$10, the twenty-first for \$10, the twenty-second for \$10, the twenty-third for \$10, the twenty-fourth for \$10, the twenty-fifth for \$10, the twenty-sixth for \$10, the twenty-seventh for \$10, the twenty-eighth for \$10, the twenty-ninth for \$10, the thirtieth for \$10, the thirty-first for \$10, the thirty-second for \$10, the thirty-third for \$10, the thirty-fourth for \$10, the thirty-fifth for \$10, the thirty-sixth for \$10, the thirty-seventh for \$10, the thirty-eighth for \$10, 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that State, and it is known as a positive fact that at least one of our clergymen is shortly going to leave this diocese. The Rev. Mr. O'Connell, the Western minister, goes to the Mangrove, having received here the two months' notice which he has given to make himself very popular with his congregation and many members of other denominations. The Rev. Mr. O'Connell has been in the diocese for two years, and has accepted a call at Dunedin, in New Zealand, at a salary double of his present one; and I trustfully say that his departure will be a great loss to the diocese. He is a very popular, energetic, hard-working, and a thorough gentleman in and out of his church. Both these gentlemen will remain in the diocese as the well wishes of the community.

February 23.

**HILL END.**

[FROM OUR CORRESPONDENT.]

The construction of the Belle Track Road is being pushed along at the court. In fact, the section from the Root-Long to Brimingham Creek, together with the reduced levee, cuttings, and tanks, has been forwarded to the land-granting. The tendency for that position of the road is to be made a part of the road. The road is immediately. When this road is complete, I fancy we shall not be left so much to ourselves from the possible, nature of the road. The road is to be made a part of the road. I find that the Easterner history has again changed.

present there are nine prisoners in trial, and it is probable that another (now under remand) will be committed in the morning at the court. In fact, the court is so thickly cases of cases for trial. What with jurors, witnesses, and parties in the cause, the town will witness a busy aspect during the few days that the Court will continue.

At the Police Court, on Thursday last, 22nd instant, Ann Thomas, a servant at the Dublin Hotel, was charged with the theft of a watch from the person of a lady named Robert Hyman. Hyman came to Des Moines on Mon-

day for the prisoner, who, after a hurried meal, was taken to the workhouse, where he was put in the stocks. The prisoner, however, was not satisfied with the treatment he had received, and he was taken to the court, where he was found guilty of the crime. He was then taken to the prison, where he was put in the stocks. The prisoner, however, was not satisfied with the treatment he had received, and he was taken to the court, where he was found guilty of the crime. He was then taken to the prison, where he was put in the stocks.

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Polkheim is very prevalent, especially among children, and there is scarcely a family here of which one or more of its members have not been suffering from the complaint. The first victim of the disease was Mr. Owen, our local veterinarian, who at present is not able to see stock, and, consequently, unable to attend to his duties. In all districts, where one meets with people whose faces are disfigured with swelling or sandy bight, and just now eye lesions of various kinds are in great request.

**THE GREAT WESTERN LINE.**—This line commences at a junction with the Great Southern at Parmatma, and runs through Berrimah, Berrimah, and Berrimah, to Bathurst, 132 miles from Parmatma, and thence to Sydney, 220 miles from Bathurst, and 352 miles from Sydney. This line is the Bridge over the Nepean, 35 miles from Sydney, which carries the main Western Road and a single line of railway. It consists of three spans of 186 feet each and an approach of 127 feet.

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The steam transport *Vive*, with 14 left-hand on the 2nd of last month for Sydney, arrived there on the 5th instant, loading to anchor at 2 p.m., after an agreeable voyage of 12 hours. It is a fine vessel, 120 ft long, 12 ft deep, and 17 ft wide. Her officers speak of Sydney in the highest terms of praise, both of itself as a city, and of its inhabitants. They say that the climate is the best in the world, and that, for the consumption of the troops, sheep, &c., in New South Wales, are the best in the world. They also say that the Australian preserved meats are of a fine quality, and that the New Zealand deer is a great export, and is much used for food. They also say that the New Zealand deer is a great export, and is much used for food. They also say that the New Zealand deer is a great export, and is much used for food.

together, who innocently sends for little—2½ lbs. of soup meat, and receives nothing but some cracked and broken into fragments. This daily thunders in the hill *no one* as *much* as for her like so many farms, such is life in Nounoua, so far as a good mother is concerned. Oh, for the excellent joints of beef and chicken in Sydney. Those who grumble about the cost of meat in the bush, let them try to buy a poor sojourner in Nounoua, where living is of the desert. Would that it were of the best!

Upon the arrival of the Victim Women the medical authorities placed her in quarantine for three days, as it was very possible proof that there was no occasion, that all on the same day, the day of the epidemic, the day of the victim's measures adopted by the Government in Sydney, there was no possibility of anyone being infected on board without the disease having already declared itself on the day of the epidemic, and it may be said, though the bugbear inducing such over-caution may, even, though an unnecessary amount of alarm was caused thereby, the town and country, amongst those who had not the opportunity of seeing the victim, reports he was placed at the service of the "cavaliere di razza".

The French frigate's Navarin suspending the safety of which many anxiety had been felt since her putting into Fremantle, Western Australia, in October last, with her crew of 1,000 men, and her cargo of 1,000 tons of coal, was bringing in addition to her population of 740 souls. She left for France, via Tahiti, on the 27th, taking an unequalled complement of passengers, numbering 535 in all, including 100 French soldiers, and 100 sailors, under the French Government, or whose terms of banishment had expired.

The day the 2nd was celebrated the important ceremony of the lifting and benediction of the water reservoir (Chateau d'Ar) at Nounes. This reservoir now a supply equivalent to 100,000 gallons of water, will supply 100,000 gallons per day, which is more than Nounes can boast of yet. The Conduite Prieburg\* is named after the present Governor, who, from the day of his arrival, has devoted himself to the achievement of this most beneficial work. His name will long be remembered with gratitude for this by the

people of Kashmir.

An unusual severe drought, of many months' duration, broke up on New Year's Day, since which there has been a continuance of broken showers.

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### RAILWAYS IN BRITISH POSSESSIONS.

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Mr. Captain Lyell's report to the Board of Trade on the

the years of the United Kingdom and the British Empire for the year 1875, he has, for the first time, "been enabled through the assistance of the Colonial Office to find much interesting matter bearing on the progress of railways in the colonies." And, as great prominence has been given to New South Wales, an extract from Captain Tyler's report may not be uninteresting to our reader:-

The properties of railways in the British Empire generally are given in the following summary, which was compiled last year, at my request, with the aid of the General Office, with a view to obtaining information from the various railway companies as to the extent and progress of railroads, and the prospects of their extension, at the end of 1879; and the results are embodied in the following tables, which will show the position of the railways in India and New South Wales, and in the Dominion of Queensland, as noted, from other sources. This being the first time that the statistics have been published by the Empire has been compiled, I have entered into more extensive details than will be required in future reports, in order to note the general facts and circumstances attending during the year.

The length of railways in the British Empire generally is 238 yards in length, is laid throughout with iron rails, and is worked by steam locomotives, previously mentioned. It is 125 miles distant from Newcastle, and 2113 feet above the sea-level.

The total length of the railways in the Dominion of New South Wales is 100 miles, and is worked by steam locomotives, double-headed, and first-jointed throughout, and weigh 75 lbs per yard. The chassis are of cast-iron, 10 ft long, and 10 ft wide, and are made of iron plates. From Narramundi to Tamworth the rails are single-headed, and weigh 10 lbs per yard. With the exception of the section between Newcastle and the town of Murrumbidgee, there are none of a smaller radius than 30 chains. From Murrumbidgee to Tamworth the rails are of a smaller radius than 30 chains, and descending the Liverpool Range. Between Newcastle and

N. W. SOUTH WALLEE. — On the 1st December, 1875, there were 137 miles of railway open for traffic in this colony. There are three main lines, viz. — the Great Southern Railway, length 167 miles, including branches. West Midland the steepest gradient is 1 in 63; between West Midland and Singleton 1 in 60; between Singleton and Muswellbrook there are four short inclines of 1 in 33; between Muswellbrook and Murrumbidgee the steepest gradient is 1 in 50; and between Murrumbidgee and Tamworth 1 in 40.

Western	146	
Northern	124	
Total	407	

The length of line under construction at the same date as follows:—

	Miles.
Western	146
Northern	124
Total	407

There are two branches to this line, viz., the Morpeth Branch, which is nearly four miles in length, and the Bullock Island Branch, which is one mile and a half in length. The Morpeth Branch, which is open to traffic, is the main line at East Maitland Junction, 18 miles from Newcastle, and terminates at the town of Morpeth, at the head of the navigable waters of the Hunter River. The Morpeth Branch is a single line, and the main line is a double line.

Great Southern .. ..	139
" Western .. ..	49
" Northern .. ..	63
Total .. ..	251

ALL the railways in New South Wales are constructed with a gauge of 4 feet 6 inches, and are the property of the Colonial Government.

THE GREAT SOUTHERN LINE.—This railway commences at Sydney, and runs through Parramatta, Liverpool, Campbelltown, Eton, and Goulburn, to Gunning. Contractors have been entered into for the extension of this line, to the northward, to the junction of the Sydney and Northern Lines, through Yass and Binalunga to Murrumbidgee, will be open for traffic by the end of this year. A branch line from Goulburn to the junction of the Sydney and Northern Lines, respectively, was, for the former £17,535, and for the latter £14,110.

THE GREAT NORTHERN LINE.—This line, commencing at the main line with extensive haulage now being executed. The line is 12 miles long, and is constructed with a gauge of 4 feet 6 inches, and is the property of the Colonial Government.

THE GREAT EASTERN LINE.—This line, commencing at the main line with extensive haulage now being executed. The line is 12 miles long, and is constructed with a gauge of 4 feet 6 inches, and is the property of the Colonial Government.

This information has been compiled from the reports of the Surveyor-General of the Engineers-in-Chief of the Railways of New South Wales, and is published by permission of the Government of New South Wales.

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He follows a statement of the working expenditure on the revenue of the New South Wales railways for the years ended 31st December, 1887 and 1875. It shows that the amount of the working expenditure was £219,560, or 15 per cent, in 1875, as compared with £189,562, or 14 per cent, in 1887. It is interesting to find that the total working expenditure increased 15 per cent, while the total revenue increased 40 per cent, and the total expenditure 40 per cent, and the total revenue 40 per cent, and the total expenditure 40 per cent. The proportion per cent. of the total branches of expenditure to the total amount of the expenditure in each of the years 1875 and 1887 was as follows:

Maintenance of way and works	1872.	1875.	first desideratum in making up our minds on
Locomotive power	29-62	22-47	the Eastern Question. You might just as well
Train of carriages, &c.	27-15	36-04	say that before you interfered to prevent a
Tramway	5-23	8-64	murder, you must call for the fullest evidence
Compositions	39-74	27-75	as to the family disputes in which
Miscellaneous expenditure	23	-61	the murderous design originated. What
	6-28	4-43	is called culture is just as out of the
	100-00	100-00	

king the average length of his open during 1872 as 41 miles, and during 1875 as 410 miles. It appears that the average expense per open mile amounted to £260 in the first year, and £125 in the second. The average expense per open mile in 1872 was £212. The net revenue per open mile in 1872 was £175 5/11, or the average of £218 in the period of three years. The average expense in 1875 amounted to 48 1/2, and to 48 3/4 in 1872 and 1875 respectively. The average revenue per open mile was 51 1/2 and 51 1/3 in 1875. The proportion of working days to gross receipts was 49 per cent. in 1872 and 48 per cent. in 1875.

number of locomotives and rolling stock on the 31st		
March, 1875 was as follows:—		
Locomotives .. .. .	100	
Passenger vehicles .. ..	100	
Goods waggon .. .. .	3614	

being 1 locomotive for every 41 miles, 1 passenger vehicle for every 14 mile, and 11 goods waggons for every mile of railway open for traffic.

The amount authorized to be raised by loan for railway purposes on the 31st December, 1875, was £2,013,000, of which £1,000,000 had been issued to the extent of £1,000,000, of which amount £7,110,800 were interests at 4 per cent. on the amount of £1,600,000, and the rate was 5 per cent. per annum. The amount repaid was £27,279, the surplus upon the lines open for traffic being £1,000,000. The net revenue during 1875 having amounted to £3184, the average annual interest on the capital expended on the open lines were at the rate of 4 per cent.

FORSTER ON POLITICAL EDUCATION.

(From the Spectator.)

Forster pointed out in his address at

Again, it is certain that booi-culture tends, in politics as in other things, to distribute the student in over so many aspects of a subject, that the power of grasping and dealing with it surely is thereby very often so much weakened. We have seen the same result repeatedly, both in the speech of such men as Mr. Lowe and the writings of such men as Mr. Greg. It is clear, for instance, that in politics very dense ignorance often characterises those whose interests are most profoundly concerned in political legislation. Politicians like Mr. Lowe and Mr. Greg see

their tendency to go wrong. Mr. Foster, this, and raise a hue and cry about the frightful dangers of democratic legislation, as if there were no dangers, and no frightful dangers, on the other side. The truth no doubt is that to be familiar with any widespread interest is comparable with frightful ignorance, but it is also true that very wide acquaintance with the world is also a narrow interest; and that the really narrow interests with wide-knowledge often prove more mischievous than wide interests with narrow knowledge. For interest keeps a constant hold on the mind, and by its frequent

that intellectual culture—even of the kind which he sees to be specially useful in justice—so often fails to increase, and not uncommonly seems to decrease, the political power of the man who possesses it, than he is merely enumerating the intellectual resources for which such culture might be rightly used, if only those who have them were men so to use it. Why is it that it seems to be something very like a real and distrust between political sagacity and knowledge,—that men like Mr. Gre, to those warnings of "Rocks" ahead

Forester referred, are always seen entering into what the mass of practical politicians regard as substantial reforms; men like Mr. Grant Duff, whose surveys and views of political conditions in the United Kingdom are so brilliant and interesting, instead of gaining new power as practical politicians by their attainments, only the most dangerous and paralyzing of all

uations,—that for a doctrinaire omniscience? Mr. Foster might, we think, have shown men of culture a lesson on the dangers of their pursuits in relation to the dictation of *the public* are apt to give to their practical life in politics, which would have been much clearer and more instructive than the enumeration of the many obvious uses of knowledge, politics no less than in any other career. The great danger of intellectual men in relation to the public is that they are too often their own most urgent needs a great deal better than an enlightened aristocracy. Mr. Foster was one of the first of the class that I have named of the chief political power to find out the necessity of "educating our masters," but his masters had felt the necessity of being educated before he felt the necessity of educating them; and it was they who enabled Mr. Foster to carry the bill. For K-

to political life, and that they will over-rate the importance of that which they have acquired at so much pains, and be too much guided by the most judging of political questions—the most important elements of which are often not to be gathered from any such culture at all, but by practical experience of popular force, by actual sufferings, and popular demands. We think that the most important elements of culture are often not to be derived from the schools, and that all that we are to acquire is to be obtained all, but we are quite

LECTURE STUDY AT ST. BUT WE ARE QUITE  
ARE THAT IN SOME CASES, ESPECIALLY  
RELATION TO QUESTIONS CONNECTED WITH ECONOMIC  
SCIENCE, PRACTICAL MEN HAVE OFTEN FALLEN  
A MISTAKE GENERALLY CORRESPONDING TO THAT  
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the value of conclusions derived from direct reasoning, when in fact those conclusions were habitually the most important of the considerations bearing on the problems at which they were applied.

It was in relation to certain matters relating to the very heart of financial policy, that book-culture men had the advantage over practical men, yet this was a somewhat narrow field.

MR. HENRY JAVENS THE TREASURER.—At Trinity College, Dublin, a few weeks since, the graduates and undergraduates presented Mr. Henry Javens with an address in which they express deep admiration of his services in various directions. He is a Quaker, and, arousing in all minds fresh interest, during his engagement in Dublin the stage had become the school of the true drama purified of passion, and the drama hereafter to be written in such opportunities Dublin might regain her traditional fame of being

an exceptional case, an exceptional case of the knowledge of the theory of the people in relation to artillery. In general, good politics depend much less on anything that can be called complete theoretic knowledge than on just a moderate estimate of the natural abilities of people in government—a true appreciation of the reality and intensity of the grievances of the people, and of the capacity of the people, on the one hand, and of the capacity for sincerity with which those evils are being met, on the other.

aged and dealt with on one hand, and, for such purposes, the special knowledge obtained can almost always be obtained at will, and to obtain necessary practical information for any immediate purpose from a cyclopaedia or any other book of reference; while the special sagacity needed cannot be secured at all except by those who are deeply sympathetic with the people, and the tact to discriminate between who is

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## GOVERNMENT NOTICES.

**NOTICE UNDER REAL PROPERTY ACT.**—Applications having been made to bring the Lands hereunder described under the provisions of the Real Property Act, Certificates of Indefeasible Title will issue unless Caveats be lodged in Form B of the said Act on or before the date named opposite each case respectively.

Property.	Name of applicant.	Residence.	Date up to and inclusive of which Caveats may be lodged.
No. 4285, City of Sydney, Surry Hills, 41 perches: Bounded on the north by Albion-street 21 feet 8 inches; on the east by premises of Mr. Bryant, 62 feet; south by land of Mr. Long, 21 feet 9 inches; and west by premises of Mr. Daly, 61 feet, being lot 8 of section 2 of a subdivision of 1 acre, granted for church purposes.	Surena Elizabeth Sydney	March 8.	1877.
No. 4319, Rockwood, 42 acres 3 roods 6 perches: Bounded on the north by Curtis' 100 acres grant, 592 links; west by land of Mr. Marsden, 2330 links; south by J. Barber's 60 acres grant, 10 chains; east and again south by Water-street; and north-west by the fence of Great Southern Railway, being lots 70 and 71 of the town of St. Joseph.	John Louis Castor Draineval	near March 22.	Parramatta.
No. 4348, Balmain, 1 acre 3 roods 10 perches: Bounded on the north-west by lot 11, Broadrick, 650 links; north-east by Elliott-street, 170 links and 942 links; south-east by Mr. Palling's allotment 6850 links to Long Cove; and south-west by that cove, being lot 6 of section 40 of the Balmain estate.	Charles King	Underwood-st., Paddington.	March 22.
No. 4352, Gladstone, parish of Hunter's Hill, 2 acres 1 rood 12 perches: Bounded on the north-east by Albion-street, 716 links; south-east and south-west by other land of the same owner, 210 links; and north-west by 765 links; and north-west by a watercourse, being part of the Grove Estate and part of Rovers' 285 acre grant.	James Squire Farnell	Gladstone, May 10.	

Diagrams delineating these lands may be inspected at the Registrar-General's Office, in Elizabeth-street, Sydney. Dated this 1st day of March, 1877, at the Registrar-General's Office, Sydney.

E. G. WARD, Registrar-General.

**SPECIAL NOTICE UNDER REAL PROPERTY ACT.**—Applications having been made, under section 79 of the Real Property Act, by the undermentioned, to be registered as "Proprietors by transmission" of the lands hereunder described, such applications will be complied with, and Certificates of Title issued in accordance therewith, unless Caveats be lodged on or before the date named opposite each case respectively.

Property.	Name and residence of applicant.	Title, how claimed.	Date up to and inclusive of which Caveats may be lodged.
No. DXXV, 3 acres 2 roods 10 perches, parish of Newcastle, on Warranah Railway, suburban portion 243.	Elizabeth Wood, Newcastle.	Devised under the will of Lewis Wood, deceased.	1877.
No. DXXV, 23 perches, part of lots 2 and 3, section 3, of Fisher's subdivision, of No. 24, at Sydenham, and 23 perches, part of lot 3, section 3, same place.	Susan Frederick Jennings Bradley, of the City, near Sydney.	will of Fred. Jennings Bradley, deceased.	under the March 22.
No. DXXVI, 2 roods, allotment 8, section 12, village of Blaisy.	Elizabeth Davis, Blaisy.	Devised under the will of William Davis, deceased, for an estate for life.	under the March 22.
No. DXXVII, 2 roods, allotment 8, section 12, village of Blaisy.	James Menary and David Gordon, of Bathurst.	Devised under the will of William Davis, deceased, as remaindermen.	under the March 22.

Diagrams delineating these lands may be inspected at the Registrar-General's Office, in Elizabeth-street, Sydney. Dated this 1st day of March, 1877, at the Registrar-General's Office, Sydney.

E. G. WARD, Registrar-General.

**TENDERS FOR PUBLIC WORKS AND SUPPLIES.**—Tenders are invited for the following Public Works and Supplies. For full particulars see Government Gazette, a file of which is kept at every Post-office in the colony.

Tenders may be taken into consideration unless the terms of the notice are complied with.

The Government does not bind itself to accept the lowest or any tender.

Nature of Works and Supplies.	Dates to which Tenders can be received at this office.
Erection of a Bridge over Quirindi Creek at Quirindi.	11 o'clock on Tuesday, 6th instant.
Erection of Kitchen, Wallerawang Lock-up.	11 o'clock on Tuesday, 6th instant.
Supply of Maintenance Metal on the following contracts on the road Campbelltown to Naranderra.	11 o'clock on Tuesday, 6th instant.
1—Campbelltown to Kenny's Hill.	
2—Kenny's Hill to Naranderra.	
3—Naranderra to Gungahlin.	
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JOHN LACKEY.

**REPAIRS TO RICHMOND AND CAMDEN BRIDGES.**—Tenders will be received at this Office until 11 o'clock on TUESDAY, the 20th day of March, from persons willing to contract for repairs to the undermentioned Bridges, viz.:—Richmond Bridge, Camden Bridge.

Specifications and forms of tender may be seen at the Office of the Commissioner for Roads, Sydney, and at the Court-house, Richmond and Camden respectively.

Tenders to be addressed to the Under-Secretary for Public Works, Sydney, and to be marked outside "Tenders for repairs of Richmond or Camden Bridge," as the case may be.

JOHN LACKEY.

**CONVEYANCE OF MAILS.**—Tenders for the conveyance of the undermentioned Mails are invited.

For particulars see GOVERNMENT GAZETTE, a file of which is kept at every Post-office in the colony.

No tender will be considered unless the terms of the notice published in the GAZETTE be strictly complied with.

Tenders to be addressed to the Secretary to the Post Office, Sydney, and endorsed "Tender for the Conveyance of Mails."

Conveyance of Mails to and from.	Date to which tenders can be received at this Office.
1. Corowa and Unna, twice a week.	Up to noon on Wednesday, 14th March instant.
2. Corowa and Wallerawang, once or twice a week.	
3. Dalton and Eye Park, once a week.	
4. Burrows and Frogmore, once a week.	
5. Burrows and Frogmore, and Rail's Flat, via Havel's Creek and Rail's Flat, once a week.	
6. Burrows, Frogmore, and Rail's Flat, via Havel's Creek and Rail's Flat, once a week.	
7. Young, Murrumbidgee, and Gungahlin, twice a week.	
8. Gungahlin and Fanning, twice a week.	
9. Fanning and Murrumbidgee, via Burrows, Frogmore, and Rail's Flat, once a week.	
10. Burrows and Frogmore, via Burrows, Frogmore, and Rail's Flat, once a week.	
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F. BURNS.

**BANK OF NEW SOUTH WALES.**—A Branch of this Bank is open at St. Leonards, for the transaction of all ordinary banking business.

SHEPHERD SMITH, General Manager.

Sydney, 9th February, 1877.

**PROSPECTUS OF THE AUSTRALIAN BANKING COMPANY (Limited).**

Temporary Office, 287, George-street, Sydney. Capital—£200,000, in 20,000 shares of £10 each.

**PROVISIONAL COMMITTEES.**—The Board of Management and the Shareholders of the Australian Banking Company, with power to add to their number.

If a proposal to call up £1 per share on application and to pay the balance to be called up from time to time, as required for the business of the Company, in calls not exceeding £1 per share; three months' notice of each call to be given.

Twelve years have now elapsed since the establishment of a new Colonial Bank (viz., the City Bank), and the growing wants of the masses of the people render it necessary that a Bank for

should be provided for the masses of the people, and the fact of the Sydney banks paying interest on a very large amount is sufficient to show their inability to meet the demands of their customers from the capital of their shareholders and the legitimate proportion of the deposits of their customers.

By the last quarterly return furnished by the banks to the Government, and published up to the 31st December, 1876, in the GOVERNMENT GAZETTE of the 9th February instant, it appears that the amount of deposits lying at interest is £10,000,000, and the amount deposited without interest is £2,000,000.

The difficulty of obtaining PROFITABLE and PERMANENT INVESTMENTS for CAPITAL is apparent. THE HIGH PREMIUM demanded for shares in the present banks, ALTHOUGH WARRANTED BY PRESENT DIVIDENDS, deters capitalists from investing in these institutions. It is therefore proposed to call up the public to become SHAREHOLDERS AT PAR in the AUSTRALIAN BANKING COMPANY (Limited).

Half-yearly dividends, premiums, value of shares, and the several banks doing business in Sydney, are as follows:—

Banks.	Original value of shares.	Last dividend at per cent.	Present value of shares.	Per cent. of value.
New South Wales	20	17	410,000	61 0
Commercial	25	25	410,123	64 0
Australian	42	12	382,242	73 0
Union of Australia	25	16	607,816	66 0
Australian Joint Stock	8	8	96,726	13 0
London Chartered Bank	20	8	169,384	29 0
English, Scottish, and Australian Chartered	20	8	67,500	27 0
Oriental Chartered	25	18	600,000	46 0
City	8	8	12,280	9 0
Mercantile of Sydney	4	12	61,708	6 10
Ditto (New Issue)	3	3	6,100	6 10
New Zealand	10	16	258,624	15 10

The business of the Australian Banking Company (Limited) will be that of a bank of issue and deposit, and the granting of loans—principally on the security of houses and lands—opening current accounts for customers, and granting cash credits on perfect security to the smaller class of borrowers of the city of Sydney and suburbs, without, at the same time, excluding the larger operations usually taken up by a Banking Institution similar in character to that proposed.

As the Australian Banking Company (Limited) is principally intended as a bank for the masses of the people, the promoters are anxious that the smaller class of borrowers of the city of Sydney and suburbs, without, at the same time, excluding the larger operations usually taken up by a Banking Institution similar in character to that proposed.

As soon as possible after the incorporation of the Company, a General Meeting of the Shareholders will be held to elect a Director, and to consider the business of the Company will be commenced.

The Share List will positively close at 3 o'clock in the afternoon of Wednesday, the 21st March next.

All information respecting the application for shares may be obtained personally or by letter from the undersigned.

By order of the Provisional Committee.

JAMES P. GARNY, 287, George-street, Sydney.

N.B.—Although the Provisional Committee feel confident that the whole of the shares will be applied for, yet they think it right to state that in the event of the Company not being formed, the whole of the money paid by applicants will be returned in full without any deduction whatever.

**IMPERIAL FIRE INSURANCE COMPANY OF LONDON.**—Established 1803.

**SYDNEY DIRECTOR.**—F. C. Griffiths, Esq. (of Messrs. Griffiths and Co.) Charles Smith, Esq. (of Messrs. M. Donald, Smith, and Co.) New Zealand, 1st January, 1876.

**IMPERIAL MARINE INSURANCE COMPANY (Limited).**—Chief Office—Liverpool and London.

Marine Risks (including Hulls) accepted and Policies issued at the lowest current rate of premium.

Exchange—Messrs. W. H. MACKENZIE and Co., Agents.

**LONDON AND LANCASHIRE FIRE INSURANCE COMPANY.**—Capital—£1,000,000. Paid up—£100,000.

RISKS accepted throughout the COLONY. Claims promptly settled at the COLONY.

W. H. MACKENZIE and Co., Agents.

**NORTH CHINA INSURANCE COMPANY.**—MARINE POLICIES issued on Coal Carriages—claims payable in China or Japan, or in London and the United Kingdom—claims payable in London.

W. H. MACKENZIE and Co., Agents.

**PACIFIC FIRE AND MARINE INSURANCE COMPANY OF SYDNEY.**—Capital, £100,000.

Directors: James Watson, Esq., J. A. A. Chairman. W. Tucker Esq., Hon. Sec. R. Vickery, Esq. Hon. Sec. Samuel C.M.G. R. Sedgwick, Esq. London Agents: Messrs. Edward A. Levy and Co. New Zealand Agents: Messrs. W. H. MACKENZIE and Co., Agents.

Marine Policies may be taken in London or at any of the Company's Agents when required.

Agents: E. L. MONTEFIORE, Manager. Capital, £100,000.

**SY**



**HARDWOOD** Flooring Boards, Joists, Scantling, &c.  
Reduced prices. Street, Brothers, Sussex-street.

**PINE, 6x1 T. and G. Boards, Scantling, Battens**  
1-inch Lining; low rates. Street, Bros., Sussex-st.  
**REGION Spars, Deals, Flooring, &c., very superior**  
low prices. **STREET, BROTHERS, Sussex-st.**  
**VARNISHES. VARNISHES.**  
Victoria Varnish Company's celebrated **VARNISHES**  
made specially to suit this climate, equal, if not superior  
to any known brands, and at considerably lower prices.  
**ALEXANDER BORTHWICK,**  
286, George-street, Sydney;  
and of 36, Market-street, Melbourne.

**100,000 FEET HARDWOOD, Colonial and Maryborough Pines**  
Cedar, American Doors, Sashes, Architraves, Mouldings, &  
Posts, Raile, Palings, Laths, &c., &c.  
100,000 best Forest shingles, at reduced prices  
Galvanized Iron—5 to 10 feet, Ridding  
Goods delivered to all parts, by lighter or otherwise.  
**S. DICKSON and SON, Terry-street, Balmaita.**  
**NOW LANDING, and on SALE, at the stores of the undersigned:—**  
British plate glass, all sizes: patent plate, patent none

rolled plate, ornamental and sheet glass, *see* previous page.  
Blundell, Spence, and Co.'s raw and boiled oil, in wood  
drums: turpentine, white and red lead, paints, dis-  
colours, Stockholm pitch and tar.  
Warnham's, best brands: "Kent's" bruisware, plate and  
sheet glass diamonds, paperhangings, &c., &c.  
JAMES SANDY and CO. (late T. Edens),  
British Plate Glass Warehouse, 255, George-street.

WINDOW GLASS, WIRE NETS, SHEET ZINC  
all sizes.

MONTEFIORE, JOSEPH, and CO.,  
4, O'Connell-street.

**500,000** FEET Colonial Pine and Cod  
Baltic Deals, superior quality

MARYBOROUGH Pine, Hardwood, Birch, and Kauri  
GALVANIZED IRON, Hardwood and Box Palings  
DOORS, Sashes, Architraves, Skirtings, and Mouldings  
PAINTS, in 3j-lb., 7-lb., and 14-lb. tins  
CEMENT, best brands.

MILLER and HARRISON, Albion Wharf.

**O**REGON SPARS, DEALS, and T. and G. BOARD  
MILLER and HARRISON.  
**T**O TIMBER MERCHANTS, MAST-MAKER  
and SHIPOWNERS.—Just landed, ex Portland  
Steamship, a splendid assortment of Yellow Oregon SPARS,  
and Yacht and Bonts' MASTS, from 4 inches in diameter  
up to 12, round and octagonal, specially selected by Cap-  
tain Harrington, to suit the requirements of this Port.  
Apply to G. H. HARRINGTON, on board; or  
Messrs. K. TOWNS and CO., Charlotte-place.  
**D**APKHLANGINGS, White Lead, R. and B. Oil

**FOR SALE**, about 150 ship's CROOKS, all dressed in a mould, for a vessel about 200 tons, and from 1 foot long; also, 4 GIRDERs, all squared, 49 to 65 feet long, 10 x 11; to be seen at Cook's River, where they now lie. Apply to M. GANNON, Cook's River.

**BRITISH PLATE AND SHEET GLASS**  
WAREHOUSE,  
OILS, PAINTS, and COLOUR STORES,  
PAPERHANGING DEPOT, &c.  
21 and 23, PARRAMATTA-STREET, SYDNEY.

All orders for goods sent addressed to the above establishments executed promptly, and delivered daily free of charge to the undermentioned places, viz.:—

Newtown	Redfern	Pyrmont
Manmore	Waterloo	Baldwin
Manmore	Botany	St. Leonards
Marrickville	Paddington	Glebe
Cook's River	Waverley	Camperdown
St. Peters	Woollahra	Petersham
Surry Hills, Randwick and Coogee,		

and by the G. S. and W. and Northern Railways to all parts, also by the following steam companies' vessels, namely:—the A. S. N. Co., N. H. R. S. N. Co., N. S. W. R. Co., and the N. S. W. R. Co.

S. N. Co., and R. R. S. N. Co., and N. E. S. N. Co.  
I. S. N. Co., Manning River S. N. Co., and forwarded  
their destination by carriers and express coaches, via Col  
and Co.'s, Wright, Heaton, Barber and Co., Potts and Co  
Jaques and Co., and others.  
Letters and telegrams attended to, and replied to wi  
dispatch.

**J. MURPHY and SON, Importers.**

**GENUINE**  
White and Red LEAD,  
Blundell, Spence, and Co.'s,

**OILS,**  
Raw and Boiled, B. and S.,  
in barrels and drums.  
**J. MURPHY and SON.**

**200,000 FEET Kauri PINE,** the best  
ever imported into Sydney, for  
SALE, in lots to suit purchasers, consisting of 6 x 1 T. and  
G. 6 x 1 T. and G. B.; 6 to 18 x 1, 9 x 2 to 18 x  
9 x 3 to 18 x 3, &c. Long deck and ship planking  
G. F. MASON, Patent, Stinson Wharf.

**G.** O. AND ORB IRON, 6 to 10 feet; Sheet Lead  
to 6 lbs. W. CARY, 820, George-street.  
**S.** LATES and Slate Slates, Fire Lumps; Zinc, Gas, &  
Water Pipes. W. CARY, Railway Bridge.  
**M.** ARBLE and Slate CHIMNEYPIECES, new  
designs, just landed. W. CARY, Railway Bridge.  
**P.** PAPERHANGINGS. PAPERHANGINGS.—No  
open for inspection, the NEW PATTERNS. Also  
the original bales of 300 pieces, 10 patterns. Patterns &  
Price Lists sent to all parts of the colony FREE.

H. H. GROTH, Paperhanging Warehouse, 344, George-street.  
**WHITE LEAD, LINSEED OIL, &c.**—Now having, and on SALE, genuine white lead, red lead, linseed oil, turps, putty, colours, &c.; Mander, Brothers and Blundell and Spence's varnishes; J. B. Kent and Co. celebrated brushware, gold leaf, &c.  
H. H. GROTH, Importer, 344, George-street.  
**SHEET GLASS.**  
Just arrived, a splendid stock of 16 and 21 oz. glass from 10 x 8 to 60 x 40 inches. **Gliders** to order. **Wine** and Newton's tube colours at London prices.

H. H. GROTH,  
Paperhanging Warehouse, 344, George-street,  
N.E.—A liberal discount allowed to cash purchasers.

**20,000 FEET HARDWOOD, assorted**  
36,000 capital Shingles, to arrive  
60,000 Laths, from 3 to 4 feet, Cairn, Colonial and Oregon  
P. and G., 6 x 1.  
G. HEAD, Agent, Baltic Wharf.

**NOTICE TO EXHIBITORS FOR THE INTERNATIONAL  
COLONIAL EXHIBITION.—PLATE GLASS**  
all sizes, for HIRE.  
J. MURPHY and SON

Plate Glass Warehouse,  
21 and 23, Parramatta-street  
G E N U I N  
WHITE and RED LEAD,  
B. and Sp., in firkins, 1, 2, and 3 cwt.  
J. MURPHY and SON.  
OILS, BOILED and RAW,  
Blundell, Spence, and Co., in barrels and drums.  
J. MURPHY and SON.  
WOOD PRESERVING OIL.

**W**OOD-PRESERVING OIL, for preventing wh  
ant.  
In cases and cans. **MURPHY and SON.**  
**W** H O L E S A L  
and  
RETAIL  
PAPERHANGING  
WAREHOUSE.  
**J. MURPHY and SON.**  
**MACHINERY.**

**THE AUSTRALASIAN STEAM NAVIGATION COMPANY** have for SALE—  
One pair Oscillating ENGINES, 140 N.H.P.; cylinders 46 inches; stroke, 4 feet 6—adapted for any stations purposes on shore; also,  
One pair Inverted Diagonal Oscillating ENGINES, N.H.P.; cylinders, 34 inches, stroke, 2 feet 6 inches.

**P** RINTING MACHINERY, GAS ENGINES, &c.  
Wharfedale printing machines, crown, demy, double demy, double royal.  
Harditt and Snow, Brunner machines, double demy, double royal.

Second-hand Printing machines and presses  
Pricing types and printers' sundries  
Crossley's gas engines, half and one-horse power  
Guillotine cutting-machines, ruling machines.  
On SALE by COWAN and CO., Agents, 12, Barrack  
street, Sydney.

**F**OR SALE, SAWMILL Plant, Engine, Boilers, complete. G. R. DIBBS and CO., Bridge-street, Sydney.

**M**ACHINERY.—Sugar-making PLANT, complete, also, Quartz-crushing Battery, nearly new. SALE, "Moonmoor," Bar Iron and Girder Plates, WILSON and CO., Sydney.

**WHYLLAW, and CO., 30, Erskine-street.**  
**A** **VERY WEIGHING-MACHINE for SALE**  
 cwt., good as new. 148, Riley-street,  
**F** **OR SALE, 10 h.p. Portable ENGINE: 4 and 8 h**  
 horizontal engines, tubular and Cornish boilers, the  
 mill machinery, saw mill, sugar mill, quartz-crush-  
 plant, engineer's lathe, 12-inch centre winding gear, Fie-  
 roy pig and bar iron.  
**WM. MACDONALD, 352, George-street.**  
**G** **ALVANIZED IRON, 6, 7, 8, and 9 feet length**  
 now landing. JAS. MACBREGG & CO.

**ON SALE.—FROM STOCK AND TO ARRIVE**  
**ON ENGINEERS LATHES, from 5 to 10 inch centre**  
**DRILLING MACHINES**  
**2 h.p. VERTICAL ENGINE**  
**STEAM HAMMERS**  
**STRAPPING MACHINES, &c., &c.**  
**JAS. MACGREGOR, 330, George-street.**



















